

Development and
Summary
Of the
TNR

2006 Update of the TRANSPORTATION NEEDS REPORT 2004

An Element of the King County Comprehensive Plan

INTRODUCTION

The Transportation Needs Report (TNR) is a long-term, comprehensive list of recommended improvements to serve unincorporated King County's transportation needs. It includes transportation needs in unincorporated King County and significant projects in cities, adjacent counties, and on state highways. The transportation needs are those currently known (existing) as well as those that are forecast due to regionally-adopted targets for growth and development.

The TNR is a functional plan of the King County Comprehensive Plan 2004. Together with the Roads Six-Year CIP and the Roads annual budget, it fulfills the requirement of growth management legislation (RCW 36.70A.070) for a transportation capital facilities plan element of the King County comprehensive plan. The TNR was prepared consistent with all requirements of growth management legislation including:

1. It is based on the land use element of the comprehensive plan.
2. Its list of transportation needs and recommended improvements was developed using travel demand forecasts that are based on the regionally-adopted growth targets.
3. It includes a financial analysis that reflects the most recent land use changes, project amendments, costs, and financial revenue assumptions.

The TNR horizon year is 2022, which is consistent with regionally-adopted targets for population and employment growth.

The schedule for updating the TNR has been changed to coordinate with major updates to the Comprehensive Plan. Starting with TNR 2004, the update cycle will coincide with the four-year, comprehensive plan major amendment cycles. Beginning with this document, the TNR will be transmitted to Council for adoption with the comprehensive plan amendments instead of following later as has been the custom. If circumstances warrant, interim updates will be developed and transmitted with the annual comprehensive plan technical amendments. This document marks the first technical amendment between the four year major updates for the TNR.

PURPOSE

The TNR serves the following purposes:

Relationship to King County Comprehensive Plan 2004: A primary purpose of the TNR is to fulfill certain requirements of state growth management legislation for comprehensive planning. These requirements as outlined in state legislation (RCW 36.70A.070 (6)) are:

1. Specific actions and requirements for bringing into compliance locally-owned transportation facilities or services that are below an established level of service standard;
2. Forecasts of traffic for at least ten years based on the adopted growth targets and land use plan to provide information on the location, timing, and capacity needs of future growth;
3. Identification of state and local system needs to meet current and future demands;
4. An analysis of funding capability to judge needs against probable funding resources;
5. A multiyear financing plan based on the needs identified;

The TNR needs list and financial analysis fulfill these requirements. The needs list was developed using forecasts of traffic for the 2022 horizon year based on regionally-adopted growth targets and the land use element of the King County Comprehensive Plan 2004.

Transportation Planning and Funding: The TNR helps King County make decisions on planning and funding of transportation improvements. It provides guidance based on policies, strategies, and actions set forth in the comprehensive plan and the Roads Strategic Plan. It follows established processes linking land use planning with transportation needs.

The TNR plays a significant role in evaluating the difference between identified transportation needs and future expected revenues for King County. This analysis assesses the County's ability to keep pace with the demands of growth and assists in developing financial strategies to deal with unmet needs.

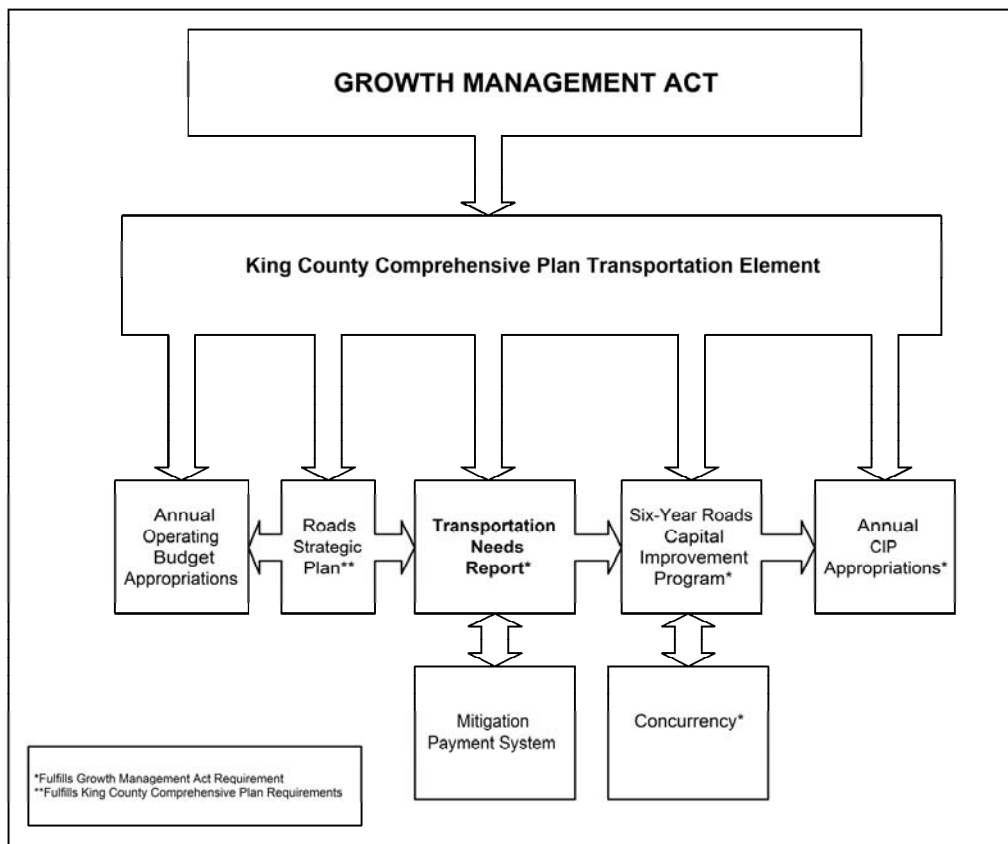
Coordination: The TNR helps to coordinate transportation improvements connecting King County with other jurisdictions including the Washington State Department of Transportation (WSDOT), adjacent cities, and counties. It also helps coordination between different divisions of the King County Department of Transportation. By clearly showing the location and scope of intended transportation improvements as well as the priority of these improvements, the TNR provides other jurisdictions with information to use in appropriately coordinating project implementation. Additionally, the private sector development community can use the TNR to identify areas where future growth could be accommodated by improved facilities.

Development Review: The TNR serves as a major source of information in the review of proposed land developments and in determining appropriate mitigation measures required as a condition of new development approval. The County's Mitigation Payment System (MPS) uses the TNR to identify growth projects that will be part of the impact fee system.

Road Vacation: Property owners can petition King County to have portions of the County's unused road rights-of-way sold to them if the property is not needed for current or future transportation purposes. The TNR is used to indicate the location of future projects on the road system in this road vacation process.

PROCESS

The development of the TNR is part of a comprehensive planning process that is guided by state growth management legislation. This process, as depicted in the flow diagram, links the guidance of the King County comprehensive plan and the Roads Strategic Plan with the development of the TNR, the six-year Roads capital improvement program, and the Roads annual budget. The mitigation payment system, which is authorized by growth management legislation and required by King County ordinance, is used to collect impact fees to help build road capacity projects needed to support growth. Projects receiving MPS funding are included in the TNR. The concurrency program, which is required by growth management legislation, tests proposed development to make sure road capacity needed to support future growth will be available when needed. If a project needed to support the travel needs of a proposed development is included in the Roads six-year capital needs program and if other requirements are met, the proposed development may be granted a concurrency certificate to proceed with permit application.



Development of the 2006 Update of the TNR 2004

As the Comprehensive Plan undergoes a major update each four years, a major TNR effort will accompany this work. In the two year mid period, the TNR will be limited to technical updates.

The approach in developing the 2004 TNR for the last major Comprehensive Plan was based on a needs assessment. Capacity needs were analyzed using travel demand forecasting methodology. Non-capacity needs were analyzed using prioritization processes developed for groups of like projects. The resulting capacity and non-capacity needs were subjected to a financial analysis to develop a financially-constrained program of needs.

For this technical update to the TNR, the following changes were incorporated.

Intelligent Transportation System (ITS) Plan

The previous list of 66 signal synchronization corridors and 24 Intelligent Transportation System corridors was replaced by a detailed list of 34 corridors improvements identified in the recently completed ITS Plan. These 34 corridors are located within the unincorporated area. The highest priority corridor ITS projects were funded in the 2006 Capital Improvement Program.

Vulnerable Road Segments

The Roads Services Division instituted the Vulnerable Roadway Segments (VRS) study in 2005 to identify and address specific roadway funding needs throughout the County. A vulnerable road segment was defined as a road segment that requires abnormally expensive and/or frequent repairs. This includes roads with failing retaining walls, seawalls, roads with chronic settlement problems, or roadways close to rivers with repetitive erosion problems.

Short-Span Bridge program

The Short-Span Bridge Program was started in 2006 to address the needs of short bridges nearing the end of their useful life. These bridges are less than twenty feet in length, and ineligible for federal or state bridge funds. The Road Services Division has identified over 50 bridges for this new program. The bridges have been inventoried and assigned a priority. It is expected that the bridge replacement program will last for a number of years, as several of the top ranked bridges will be built each year in a two year, design -- build schedule.

Operational Improvements

The Division undertook a staff review of operational road and intersection needs in the unincorporated area. Intersections examined for traffic signal needs will now be evaluated for turn lanes separately from the signal requirements. The inventory of needs was accompanied by a new priority process to rank these various needs.

Capital Project completions

Several dozen projects were completed since the adoption of the Transportation Needs Report 2004, and these completed projects were deleted from the needs list.

Annexations

Cities continue to annex portions of unincorporated King County and when the annexed properties include TNR project locations, they are removed from the County's long-term plan.

Prioritization Processes

New priority processes included in the TNR for 2006 include Intelligent Transportation Systems (ITS), Vulnerable Road Segments, Small-Scale Operational road and intersection improvements and Short-Span Bridges. Summaries of the prioritization processes for capacity and non-capacity projects are included in Appendix C.

Financial Analysis and Shortfall

A financial analysis was developed to balance projected needs with anticipated revenue. Revenues were projected to the horizon year for the Road Fund, Federal, State, and MPS revenues. Revenues were adjusted to take into account the annexation of the 10 major potential annexation areas (PAA). These major PAAs are anticipated to be annexed by 2010.

After the final annexation in 2011, property taxes were assumed to grow at 2% per year (1% statutory growth rate plus 1% new construction). Gas taxes were assumed to decline each year by about \$50,000 annually to represent the effect of annexations.

Projected needs were expressed in constant 2006 dollars and were totaled for the TNR program through the year 2022.

Comparing projected revenues with projected needs reveals a shortfall of \$572,316,000. Summary cost and revenue estimates are included in Appendix D.

The shortfall is calculated by subtracting the total projected needs by total projected revenues for the TNR time period. Recent TNRs show a trend of increasing growth of the financial shortfall:

<u>TNR</u>	<u>Amount of Shortfall</u>
1998	\$254 million
1999	\$227 million
2000	\$292 million
2001	\$388 million
2004	\$525 million
2006	\$572 million

The financial shortfall is an indication of King County's ability (or lack of ability) to serve the unincorporated area. This shortfall must be addressed by delaying improvements or by finding new sources of revenue or by some combination of the two strategies.

There are several methods available to address this shortfall. Additional revenue sources could be pursued. Implementation of needed improvements could be phased or delayed. Future development could be delayed, phased, or scaled back to assure the timely availability of needed infrastructure. These and perhaps other strategies will be employed and incorporated into future TNRs, CIPs, and budgets to balance needs with available revenues.

NEEDS LIST

Needs are grouped in this document by corridor and by geographic areas. Geographic areas are based on King County sub-areas as follows (in alphabetical order):

- 1) Bear Creek
- 2) East King County
- 3) East Sammamish
- 4) Enumclaw
- 5) Federal Way
- 6) North Highline/West Hill
- 7) Newcastle
- 8) Northshore
- 9) Snoqualmie Valley
- 10) Soos Creek
- 11) Tahoma/Raven Heights
- 12) Vashon Island

Corridors were selected by visual examination of geographic location of needs. Those that did not seem to naturally fall into corridors were categorized as “miscellaneous”. The needs were listed by corridor to highlight opportunities to achieve efficiencies by coordinating implementation of related projects.

Finding a project need

There are a number of ways to find identified needs. To find an identified need quickly, turn to the appropriate geographic area of the county and look up the need by the street name of the corridor. If it is outside of a designated corridor, look in the miscellaneous corridor group.

If you know the geographic area, use the maps to find the project or projects you are looking for and note the project number. The back of the document contains two indexes – Page Number by Project Number and Page Number by Project Name.

For additional information or to obtain copies of the Transportation Needs Report

For addition information about the Transportation Needs Report, please contact the King County Road Services Division by phone at 206-296-6590 or by e-mail at admin.roads@metrokc.gov.

To obtain copies of the latest version of the Transportation Needs Report, please visit the Road Services Division’s Web site at www.metrokc.gov/roads. If you do not have a computer or internet connection, please visit your local library for free internet access.